

National Orange Show Scheduled March 13 to 23

The National Orange Show, to be held here March 13 to 23, will be a million dollar spectacle.

More than \$500,000 is being expended to reconstruct the building and grounds from wartime army headquarters to peace time show purposes and to present the lavish program of exhibit and entertainment. Another half million will be expended by exhibitors, concessionaires and amusement zone operators, according to Fred B. Mack, show committee chairman.

Despite the short period of time between the day the United States Army returned the property to the show committee and the opening date for the annual event, the various committees, by launching a full scale attack on the job, have succeeded in getting work completed ahead of schedule.

Military installations have been removed. The vast roof has been resurfaced. The attractive entrance is nearing the completion stage. Work on the enlarged stage is ready to start. The parking area has been expanded to include 80 landscaped acres and the amusement area is being doubled to accommodate the many new and exciting features which will be introduced.

Decorators, using huge portable cranes, are hanging the crinkled metal which will line the lofty ceiling. On completion of this unit of the decorations, the motifs depicting "Melody on Parade," which is the theme of the National Orange Show this year, will be installed.

DEEPEN WELL
Redrilling of H. T. Davis' Fee No. 1 oil well in the Torrance field was filed last week with the Department of Natural Resources, Department of Oil and Gas. The well is located in section 23, township 4 S., range 14 W.

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Deserve competent, skillful, and professional care. CONSERVATION of human eyesight and prevention of visual difficulties are more desirable than corrective work. In our offices special department for children's eyes has been set up, and we make every effort to avoid putting spectacles on a patient's face. However, should they be necessary, your glasses are assembled in our own modern laboratory by a trained technician with over 25 years' experience.
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BY ROGER Q. WILLIAMS

Fear and awe have gripped the hearts of everyone that ever rode an airplane into the Blue Yonder. Facing periods of death and destruction close at hand many a pilot has raised his eyes upward to make many promises to the Master in exchange for a safe delivery.

A trans-Atlantic pilot was once asked how many times he had prayed on his long, record-breaking trek with a single engine, a journey that was packed with thrills and danger. "Every minute, from take-off to landing in the dark," was the curt and honest reply.

Pressing this same chap in later years, it was further revealed that he was one pilot who never forgot to keep his promises when on the ground. In fact, his belief in the powers of a Divine Providence was so steadfast that he never rose in a single flight without asking for the help of the Master before he applied full power for the take-off.

A close scrutiny of that fellow's remarkable aviation career, covering three decades without a mishap or single injury, speaks mightily well for his way of thinking and living. His self-imposed philosophy is to admit fear and conquer it bravely; to conquer it means facing realities squarely to see how to overcome fear; to face fear calls for unflinching courage and unswerving fortitude in one's heart. Such devout courage can only come from utmost faith in the Divine Providence for protection.

Airmen and airwomen are not alone in this matter of "broken promises" for they are a product of all pioneers forging the spurs of transportation in the progress of an advancing, civilized world.

When Columbus and his brave crew set forth from Spain they made and broke promises; when the great railroads spread their steel rails and iron horse westward to replace the pony express, their workers forged ahead in the face of many dangers with their rugged paths strewn with broken vows; and so, when all horizontal frontiers are conquered by men and future aviators penetrate vertical frontiers of the upper air with their fantastic craft of the future, broken promises will be the milestones to mark their paths, for they, too, will be the earthly victims of the strange influence that comes from strange worlds to drive them safely over unknown and dangerous trails for the benefit of generations yet to be born.

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Employers Role In Operation Of California Unemployment System

(Editor's note: This is the second in a series of four articles to be published in the Torrance Herald surveying California's Unemployment Insurance system. This installment deals principally with the employer's role in its operation.)

California's Unemployment Insurance system is unique in that it provides for benefit payments to individuals who are unemployed because of physical or mental disability as well as for those who are unemployed because of economic reasons. The disability insurance phase was added in 1946. Benefits paid to unemployed individuals come from one of two separate funds. Persons unemployed for economic reasons are compensated from the Unemployment Insurance fund. Those unemployed because of disability are compensated from the Disability fund.

The Unemployment Insurance fund derives its revenue from taxes paid by employers on their payroll; the Disability fund derives its revenue from taxes paid by employees. Prior to May 21, 1946, the one percent employees' tax also went into the Unemployment Insurance fund, but now only the employers' tax supports that fund.

Employers subject to the California Unemployment Insurance act are those hiring one or more employees. Exempt from the tax are the services of agricultural workers, domestic servants in private homes, governmental employees, persons employed by certain non-profit institutions and by certain relatives, and railroad workers.

California employers of eight or more persons are also subject to the Federal Unemployment Tax act. The federal tax is three percent of the first \$3,000 of annual wages, but contributions to the state are credited, leaving an actual payment to the federal government of three-tenths of one percent.

California's law provides a system by which qualified employers may reduce their tax rate. The "experience rating" provision permits a reduction from the maximum 2.7 percent rate when the employer has a favorable experience with respect to unemployment suffered by his employees. A "reserve" account is established for each employer to which is credited contributions paid by the employer, and to which is charged payments of benefits to former employees who earned wages from that employer during their base periods.

The rate is determined annually by the ratio of the reserve balance to the employer's average taxable payroll during the preceding three years, in accordance with the following schedules:

Ratio of reserve balance to average base payroll	Rate
Less than 7 1/2 percent	2.7%
7 1/2 percent or more but less than 9 percent	2.5%
9 percent or more but less than 10 percent	2.0%
10 percent or more but less than 11 percent	1.5%
More than 11 percent	1.0%

Employers' contributions and workers' benefits are both based on wages during calendar quarters. Thus, the Department of Employment must know the amount of wages each employer paid and how much each employee received, and must also collect the contributions due from employers. To obtain the money and the necessary information at the same time, the department requires employers to make four reports a year. After the end of every quarter, the employer must send to the

MORE THAN \$9,000 IN SCHOLARSHIPS TO BE AVAILABLE

More than \$9,000 in scholarships will be available to prospective Whittier college students for the 1947-48 school year. It was announced at the college this morning by Dr. W. Edward Heming, chairman of the scholarship awards committee.

Ranging from \$155 to \$1,000 scholarships will be open to 33 freshmen and junior transfer students.

GASOLINE TAXES IN CALIFORNIA IN 21 PERCENT JUMP

Thomas H. Kuebel, state controller, today announced that the apportionments of gasoline tax for the quarter ended Dec. 31, 1946 amounted to \$18,866,980, representing an increase of 21 per cent over the corresponding quarter of 1945. The 58 counties of the State received \$6,222,993 and the balance was transferred to the State Highway Fund, from

CAUTION WHEN PARKING

Motorists are reminded to look carefully before backing into or starting up from a parked position.

which the Division of Highways will allocate \$3,111,497 to be expended for street and highway construction and maintenance within the cities of California. The remaining \$9,334,490 will be used for the purpose of improvement and construction of the State highway system.

ABANDON ONE WELL

The redrilling of one oil well and the abandonment of another was filed last week with the Department of Natural Resources, Division of Oil and Gas.

The H. T. Davis well, F.N.P. No. 2, in section 18, township 4 S., range 14 W., will be redrilled. The Wilson Comm. No. 11, owned by the Texas Co., in section 14, township 4 S., range 14 W., is to be abandoned.

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